

CUTTING DOWN EXPENSES

Retrenchment the Order of the Day on All the Railways of the Country.

Wages Systematically Reduced and Passenger and Freight Agencies Abolished—Business Falling Off at Chicago.

Said a very conservative railroad man, one who has done as much as any official in this country to encourage the payment of good wages: "The railroad situation is now such that general managers feel compelled to retrench in every direction, no matter how much they dislike to do so. From every direction come reports of reductions in operating and clerical forces, short time and reduced wages, and now the leading managers of Western lines are trying to secure the consent of the several brotherhoods to a systematic reduction of wages, for the fear that isolated action in this direction may lead to strikes. Thus for the brotherhoods have given the management but little encouragement. Among Western managers about the only move is on foot which would greatly reduce the expenses of the lines. This is the proposal of abolishing of Eastern passenger and freight agencies, letting a joint agent represent all the roads at such points as New York, Boston, Philadelphia and Pittsburgh. The plan is under discussion in the concerted action of all lines in the withdrawal of Eastern agencies, allowing the initial line to send the business as far as possible and fairly as can consistently be done. These agencies are very expensive, and the critics of the present system allege that such agencies are largely instrumental in bringing about demoralization in rates. Agents will strain every point possible to secure contracts, including the secret evasion of any joint agency. The plan is to let it be claimed that Western and Southern lines would get substantially the same business they now do, as none of the agents create business. In Boston, where there is so large a representation of Western roads, through agencies, one of the lines carries out of that city 10 percent of all the business competing for 10 percent, being left for four weaker lines to fight about. Were it in the hands of the initial lines the division would likely be much more satisfactory, as what business is being carried away would yield some revenue above actual cost of carrying. Then the consolidation of agencies of the fast-freight lines is another matter which is receiving attention. It is claimed that the office, agent and clerical expenses of the numerous fast-freight lines could be reduced 50 percent without in any way affecting the revenue of the roads interested. Summing it all up, the ground is taken that the traveling public and the shippers of the country are so well informed that they are competent to select the route to travel or the line to ship by, and the solicitation of the various agents cuts no figure worthy of mention."

Personal, Local and General Notes.

The Fort Wayne & Jackson has declared a 24 cent dividend.

Lucius Tuttle, as president of the Boston & Maine, will receive a salary of \$23,000 a year.

A. S. Knapp, the newly appointed trainmaster of the Peoria & Eastern, will take charge Sept. 1.

Four officials on the Peoria & Eastern have, in the last five months, lost their wives by death.

Last week 11,378 cars were transferred over the Belt road, and Belt road engines handled 743 cars, and Belt road engines handled 743 cars.

An official of the Chicago & Great Western is announcing the appointment of C. Sheilda as general superintendent of the Chicago & Great Western, taking effect Sept. 1.

It is announced that, taking effect Sept. 1, J. D. Penrose, who has been the general superintendent of the western division of the Great Northern.

M. E. Ingalls, president of the Big Four, has ordered a change in the trainmaster on the east end of the line, and the cause for the sudden dismissal is not yet known.

W. C. Penrose, master mechanic of the Pennsylvania shops on the Little Miami road at Xenia, Ohio, will, Sept. 1, succeed W. W. Reynolds as master mechanic of the Panhandle shops at Logansport.

A reduction of 10 percent in the wages of the Chicago, Burlington & Quincy employees in Illinois went into effect yesterday, the men working eight hours. It is said the reduction will be in force four months.

On Saturday night the all-rail lines took over heavily loaded passenger trains, running some in the morning and some in the afternoon, and part of the water route, had 150 out of Indianapolis for Chicago.

M. W. Mansfield, superintendent of the Indianapolis & Vincennes, has just completed his seventh year in that position, and yesterday was the first time he has had occasion to dismiss regular men on account of light traffic.

Some of Mr. McLeod's overzealous friends, says the Boston Herald, are mentioning him for the presidency of the Philadelphia & Reading. The Herald says, evidently they have profited nothing by the teachings of the last year.

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